

Delegates' Report

BEING AN ACCOUNT OF THE
PROCEEDINGS OF A DELEGATION
SENT FROM THE

MARITIME PROVINCES

TO EXAMINE & REPORT UPON

**MANITOBA,
ASSINIBOIA,
SASKATCHEWAN
and ALBERTA.**

1892

HOW TO PURCHASE RAILWAY LANDS.

LAND REGULATIONS.

THE Canadian Pacific Railway Lands consist of the odd numbered sections along the Main Line and Branches, and in the Saskatchewan, Battle and Red Deer River Districts. The Railway Lands are for sale at the various Agencies of the Company in the United Kingdom, Eastern Canada and the North-West Territories, at the following prices :

PRICES.

Lands in the Province of Manitoba average \$3 to \$6 an acre.

Lands in the Province of Assiniboia, east of the 3rd Meridian, average \$3 to \$4 an acre.

Lands West of the 3rd Meridian, including most of the valuable lands in the Calgary District, \$3 per acre.

Lands in the Saskatchewan, Battle and Red Deer River Districts, \$3 per acre.

For the convenience of investors the following maps, showing in detail the lands and prices, have been prepared and will be sent free to applicants :

A.....	Central Manitoba.
B.....	Western Manitoba.
C.....	Southern Manitoba.
D.....	Coal Fields and Oxbow.
E.....	Between 2nd and 3rd Meridian.
F.....	Cypress Hills District.
G.....	Calgary District.
H.....	The Saskatchewan Valley.

The Lands shown on Maps A, F, G, H, are sold at the uniform price of \$3 an acre.

TERMS OF PAYMENT.

If paid for in full at time of purchase, a Deed of Conveyance will be given; but the purchaser may pay one-tenth in cash, and the balance in payments spread over nine years, with interest at six per cent. per annum, payable at the end of the year with each instalment.

GENERAL CONDITIONS.

1. All improvements placed upon land purchased to be maintained thereon until final payment has been made.

2. All taxes and assessments lawfully imposed upon the land or improvements to be paid by the purchaser.

3. The Company reserves from sale, under the regulations, all mineral and coal lands; and lands containing timber in quantities, stone, slate and marble quarries, lands with water-power thereon, and tracts for town sites and railway purposes.

4. Mineral, coal and timber lands and quarries, and lands controlling water-power, will be disposed of on very moderate terms to persons giving satisfactory evidence of their intention and ability to utilize the same.

Liberal rates for settlers, and their effects will be granted by the Company over its Railway.

SOUTHERN MANITOBA LANDS.

The Land Grant of the Manitoba South Western Railway Company is administered by the Land Commissioner of the Canadian Pacific Railway, under the same Land Regulations as are printed above. It consists of over 1,000,000 acres of the choicest land in America, well adapted for grain growing and mixed farming, is a belt 21 miles wide, immediately north of the international boundary, and from range 13 westward.

The terms of purchase of the Manitoba South-Western Lands are the same as those of the Canadian Pacific Railway Company.

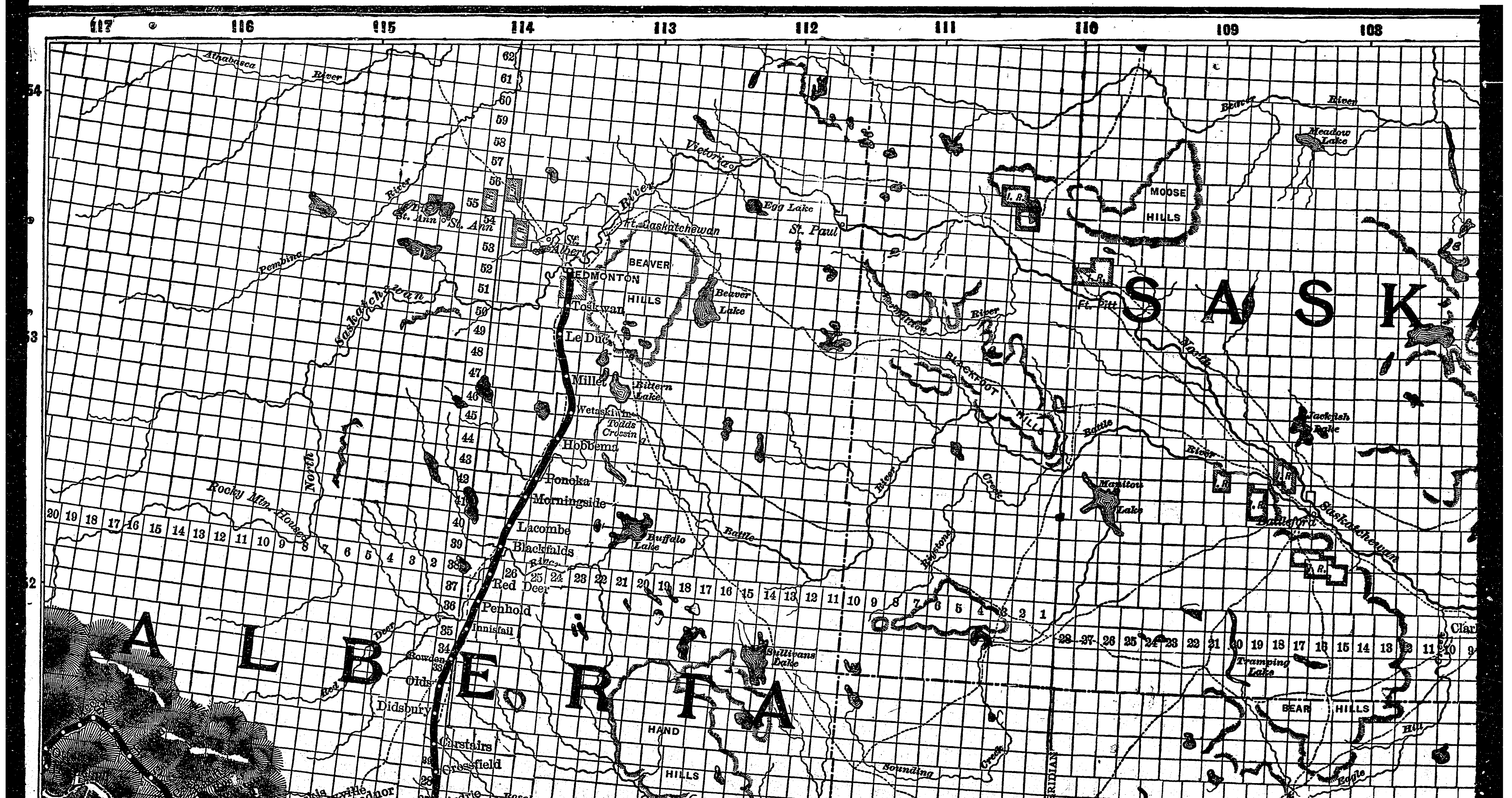
THRIVING TOWNS.

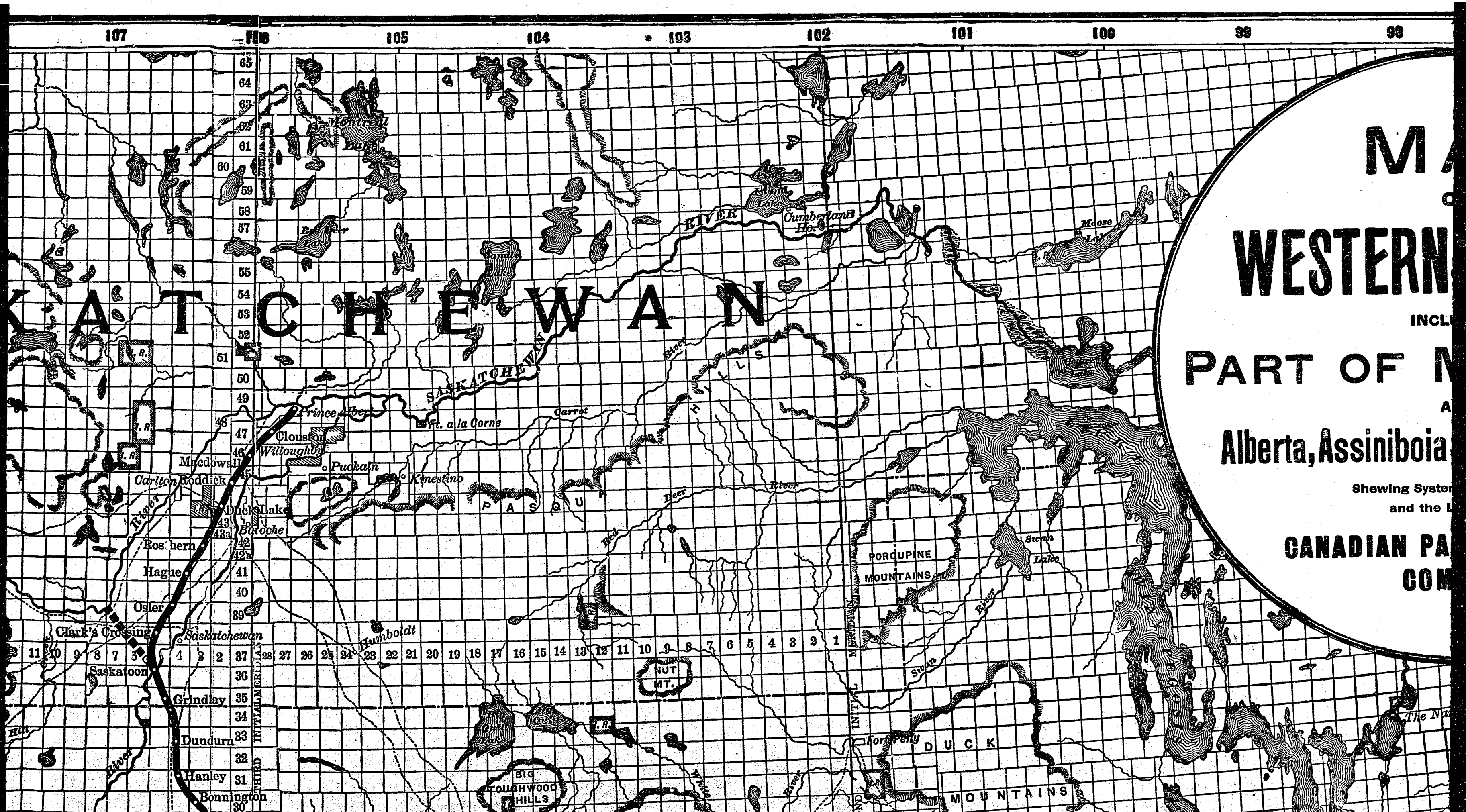
The Company offers for sale at its Land Office in Winnipeg most desirable Town Lots in the various thriving towns and villages along the main line east of Brandon, and along all branch lines in Manitoba.

The terms for payments for these lots are:—One-third cash, balance in six and twelve months. If paid for in full at time of purchase a discount of ten per cent. will be allowed. For further particulars apply to

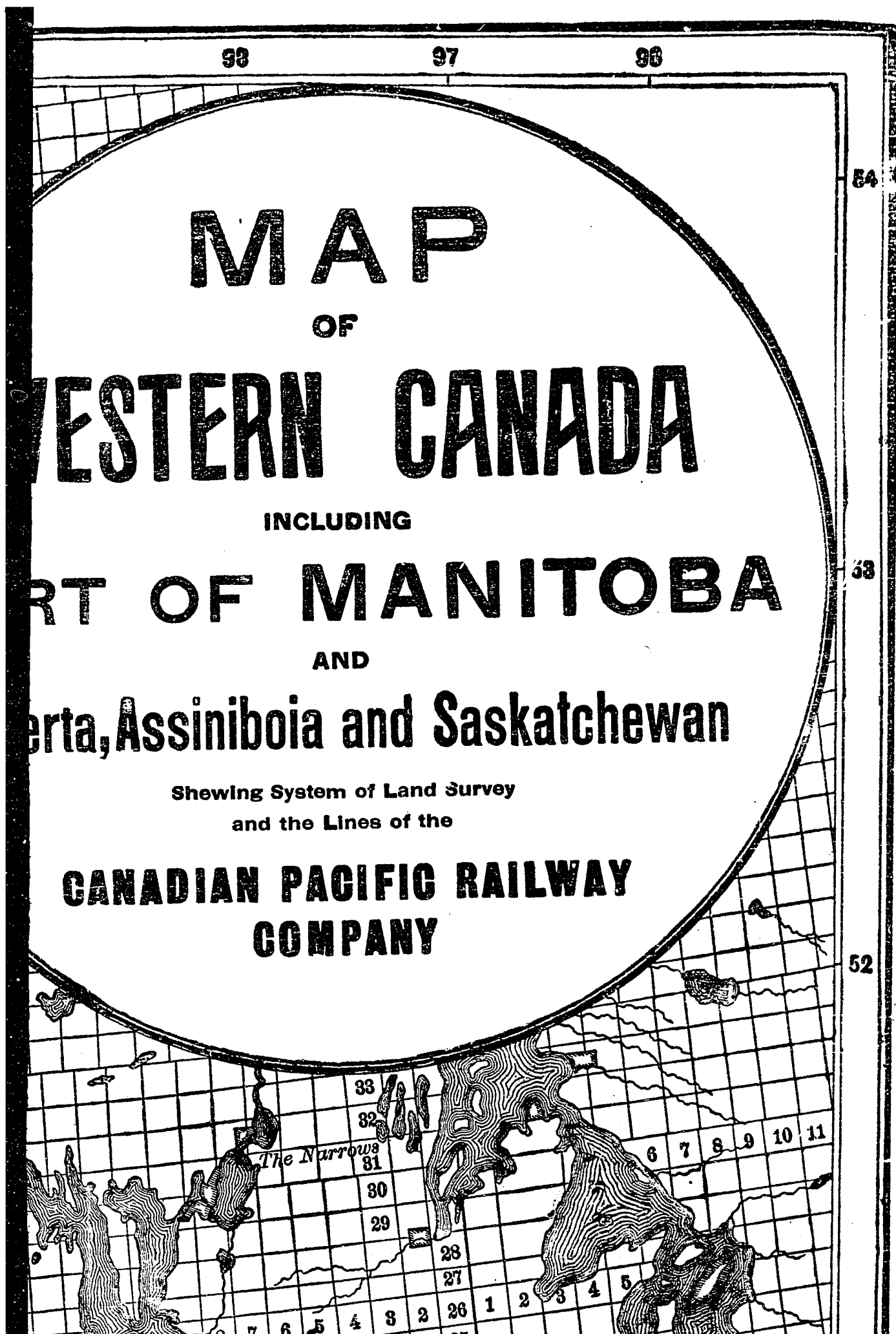
L. A. HAMILTON, Land Commissioner,

Canadian Pacific Railway Co., WINNIPEG.





MAP OF
WESTERN
INCL
PART OF N
A
Alberta, Assiniboia
Showing System
and the L
CANADIAN PA
COM



MAP

OF

WESTERN CANADA

INCLUDING

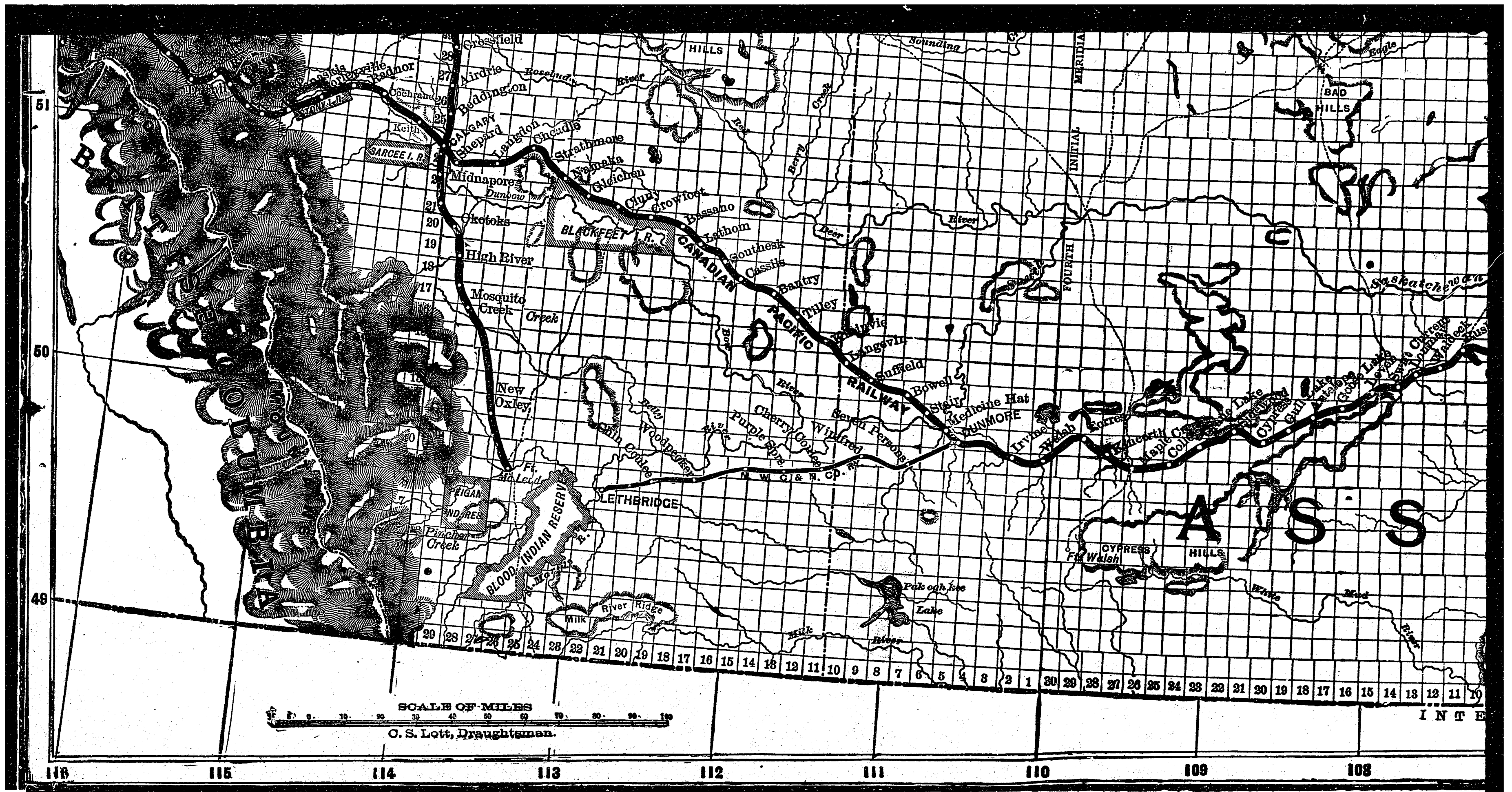
PART OF MANITOBA

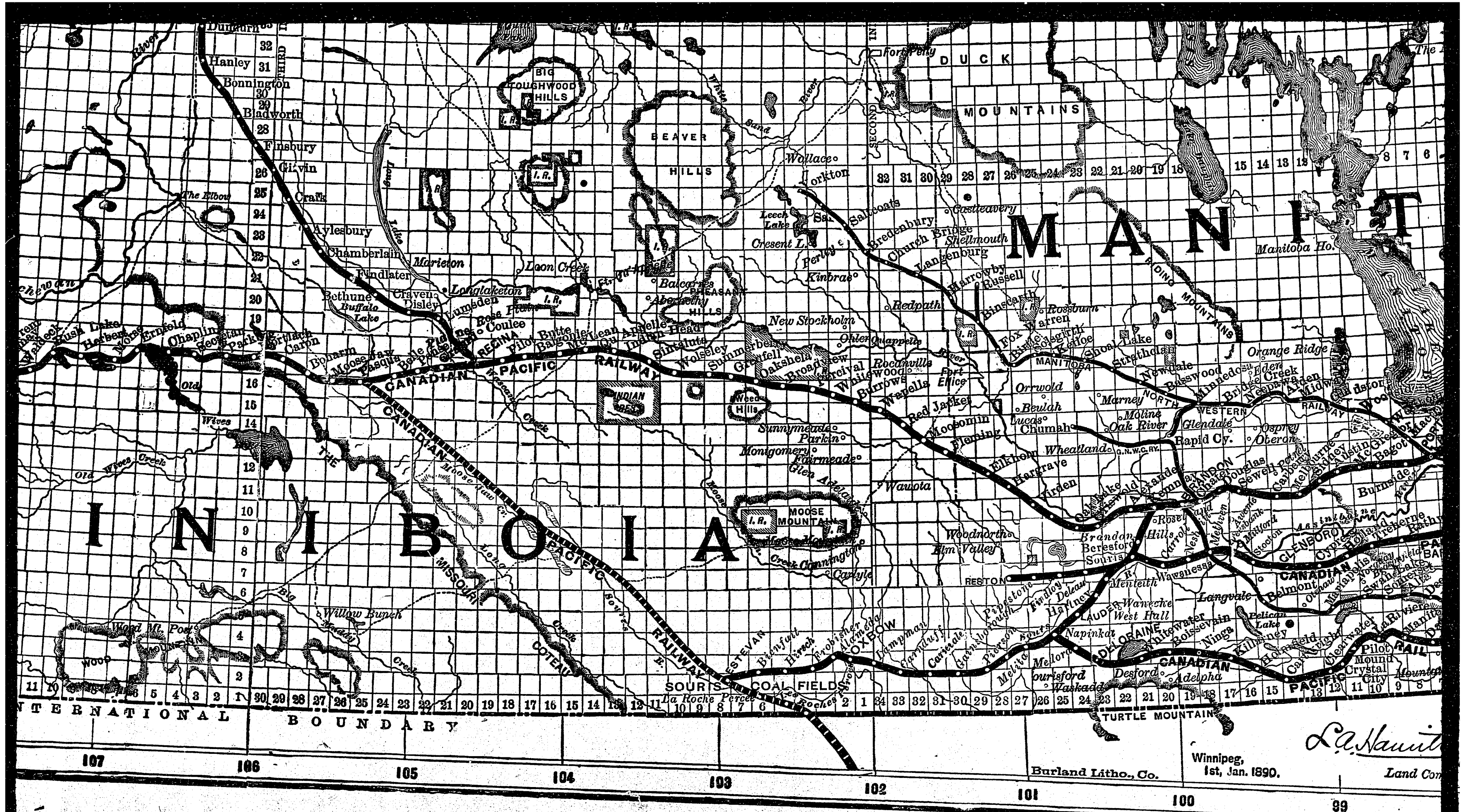
AND

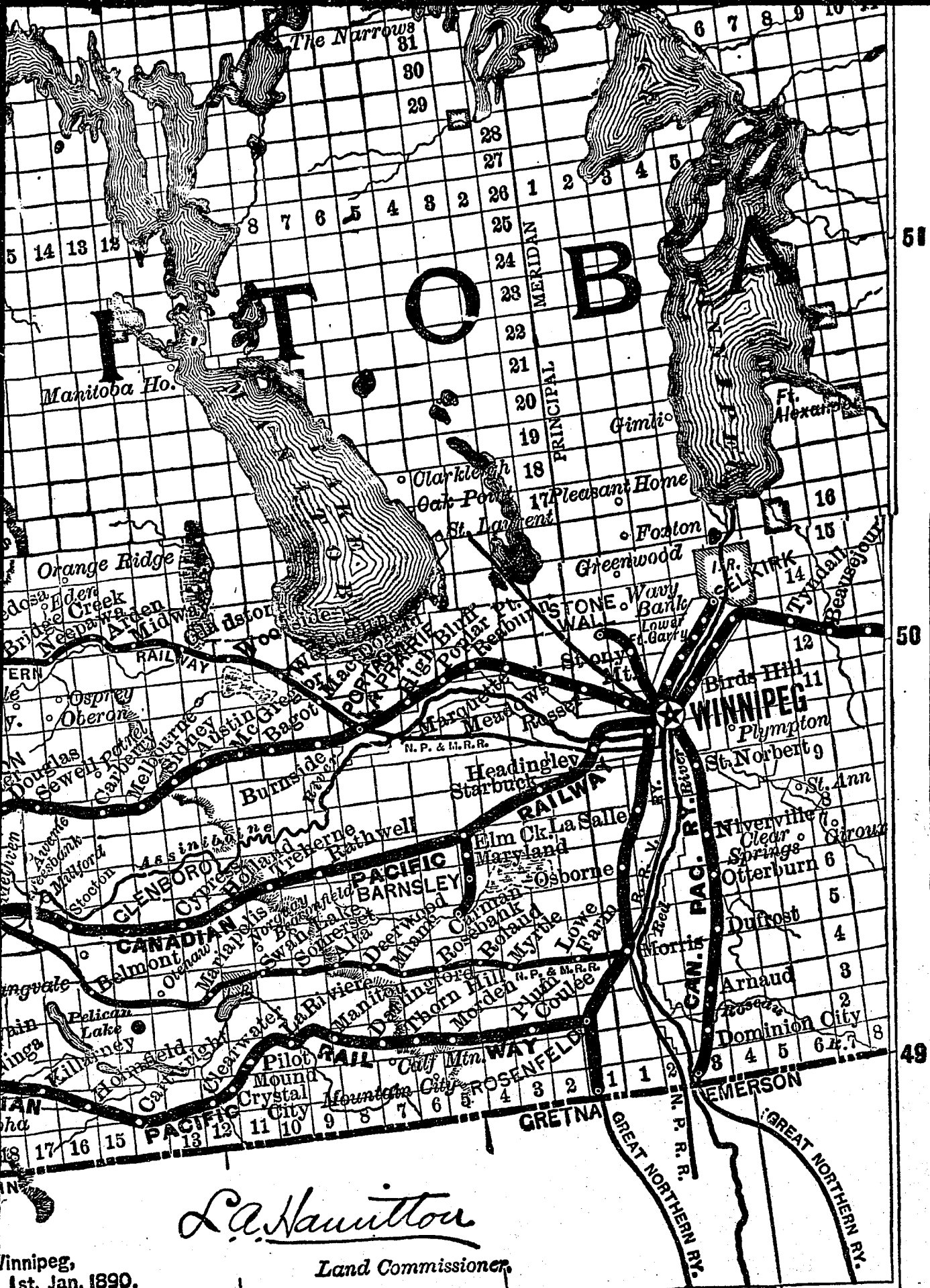
Alberta, Assiniboia and Saskatchewan

**Showing System of Land Survey
and the Lines of the**

**CANADIAN PACIFIC RAILWAY
COMPANY**







L.A. Hamilton

Winnipeg,
1st, Jan. 1890.

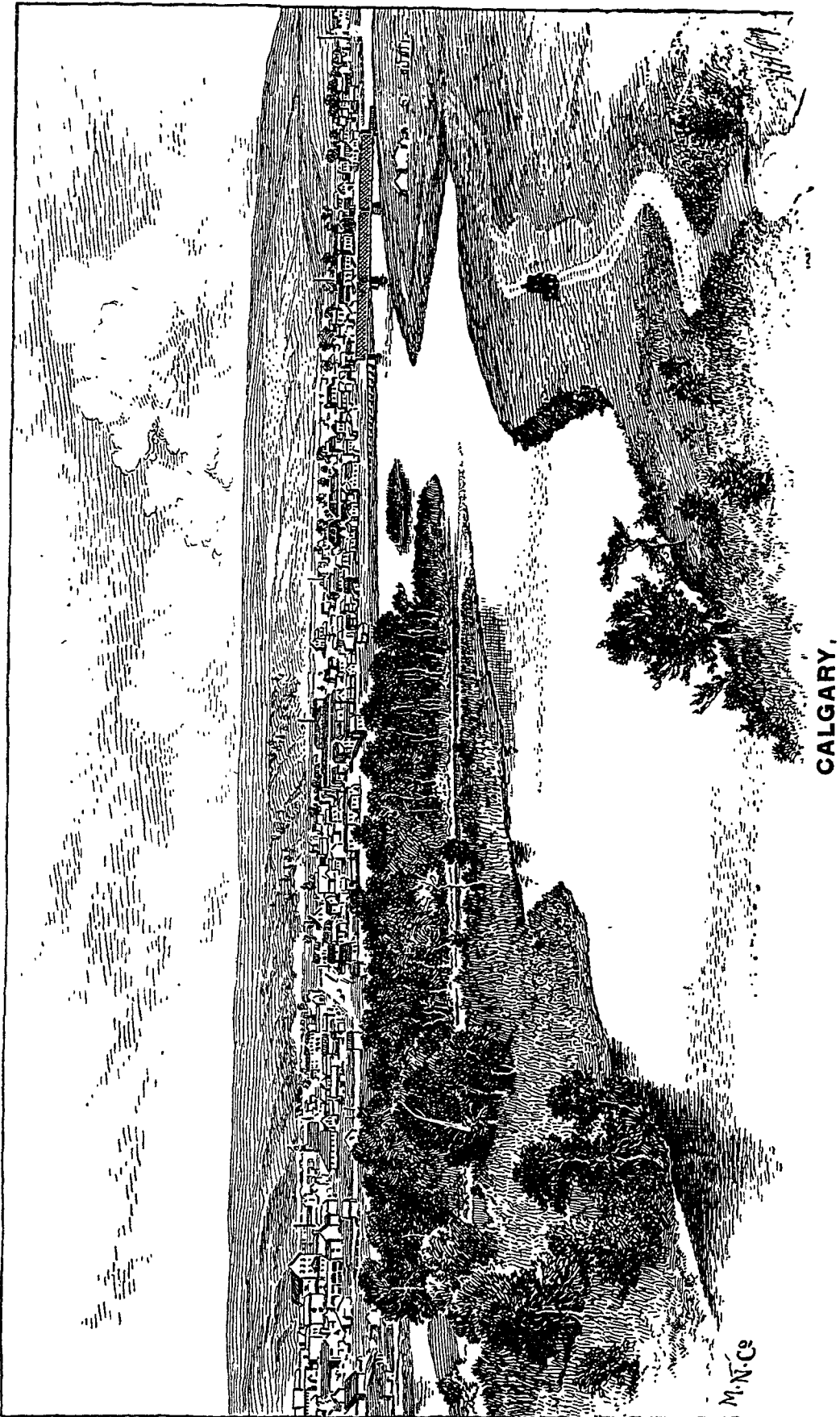
Land Commissioner.

Delegates Report

BEING AN ACCOUNT OF THE PROCEEDINGS
OF A DELEGATION FROM THE MARITIME
PROVINCES TO EXAMINE AND REPORT UPON

MANITOBA,
ASSINIBOIA,
SASKATCHEWAN
AND ALBERTA

DURING THE SUMMER OF 1892.



CALGARY.

IN WESTERN CANADA.

REPORT OF THE DELEGATES FROM THE MARITIME PROVINCES

TO INSPECT MANITOBA AND THE TERRI- TORIES WEST THEREOF.

The undersigned, having been selected as delegates from the Maritime Provinces of the Dominion to visit Manitoba, the North-West Territories and British Columbia, with the object of obtaining reliable information as to the resources and capabilities of that vast territory for the benefit of those who contemplate a change of home, left St. John, New Brunswick, on Wednesday, the 29th June, by the Canadian Pacific Railway for Winnipeg. After a short call at Ottawa we arrived at Winnipeg on the morning of July 3rd, and started westward over the prairies the following day, returning to Winnipeg on the 25th of the same month. On the evening of the next day we left for the Maritime Provinces.

Besides the opportunities afforded us of viewing the country from the train while in motion, and during such stops as were allowed by the time table, we made more or less extended visits to many of the farming and ranching districts of Manitoba, Assiniboia, Alberta and British Columbia. We deeply regret that we could not afford time to visit the Territory of Saskatchewan, which can now be reached by the Prince Albert Branch of the Canadian Pacific Railway, and which we have ascertained embraces large and excellent agricultural areas.

CENTRAL MANITOBA.

Winnipeg, the capital of Manitoba, is a fine and busy city. From its situation in the gateway of the North-West it is undoubtedly destined to take, at no very distant day, a place amongst the great cities of this continent. The business blocks, public buildings and hotels attest to the enterprise of its people. Previous to 1883 the real estate market was inflated with wild speculation. The collapse which followed, although disastrous to speculators and their victims, ushered in a period of steady growth, and there can now be no doubt that Winnipeg is on the high road to great prosperity.

The lands immediately adjoining Winnipeg, although level and rich, are not generally in a good state of cultivation. They were to a large extent acquired in the early history of the Province by speculators, with the never-failing result of such ownership. As we get away from the city we enter a well-cultivated country, devoted principally to the production of wheat and oats. Cattle and horses are kept in considerable numbers and are in fine condition; natural hay was being cut in some places and baled for shipment. As we approach Portage la Prairie rich, continuous and well-cultivated wheat-fields are seen as far as the eye can reach. Portage la Prairie is a neat town of 4,000 inhabitants, situated in the heart of a magnificent grain-growing country. From Portage la Prairie the Manitoba & North-Western Railway extends north-westerly for nearly 225 miles through what we understand is a fine farming country. A large flouring mill and three grain elevators indicate the leading product of the Portage la Prairie country. The soil there is especially good. The black, rich, vegetable mould is very deep and rests on a clay subsoil. There is some variation in the quality of the soil and general appearance of the country between Portage la Prairie and Brandon, but the production of wheat is, from an agricultural point of view the predominant feature of the country.

At Carberry, Douglas and Chater we noticed grain elevators. As we approached Brandon we found ourselves in a great grain-growing district, no less than eight grain elevators being here provided for handling the wheat of the surrounding country. Some of our party made a somewhat close examination of the crops in the vicinity of Brandon, and were well pleased with their appearance. They also visited the Government Experimental Farm, under the management of Mr. Bedford. Here they saw growing about 100 different varieties of wheat, 40 varieties of oats, also many different kinds of grasses. Wheat from all parts of the world is being tested here with a view to securing a variety of the best and earliest maturing quality. Artificial grasses, as well as the natural grasses of the North-West, are being cultivated for the purpose of restoring in the best way when required the sward of the prairie. Trees, shrubs and small fruits are being grown under a variety of conditions. By means of hybridizing new varieties of plants are being produced. Some

other members of our party had an opportunity of observing similar experiments on a broader scale at the Central Experimental Farm at Ottawa, and were courteously shown over that institution by Professors Robertson and Fletcher. We cannot refrain from expressing our high appreciation of the work which is being done in the interests of the farmers of Canada by the Government Experimental Farms. The extent of the work may be inferred from the fact that during last year, twenty-four tons of different kinds of grain were distributed from the Central Farm through the mails to representative farmers in parcels of 3 lbs. each. The director, Prof. Saunders, and his colleagues are indefatigable in promoting the dairy industry by their public addresses, as well as by giving practical assistance in the organization and management of cheese and butter factories. It is well known that artificial grasses, especially clovers, do not take kindly to the soil or climate of the North-West. This difficulty is not now a serious one as natural grass is so abundant on the unoccupied lands, but with the complete settlement of the country it will certainly press itself upon the farmer's attention. From what our party saw at Brandon and Ottawa, we have full confidence that varieties of grasses will be produced which will solve the winter feed problem for the North-West, for all time to come.

The impression which a day's visit to Brandon made on the minds of the party was decidedly favorable to Manitoba as an agricultural country. Brandon has a population of over 5,000.

SOUTHERN MANITOBA.

On the morning of Friday, the 22nd July, a portion of our party left the main line at Kemnay Junction on a visit to Southern Manitoba. Here, as at Brandon and Portage la Prairie we found wheat growing the principal business. With a slight exception due to speculative holdings, much of the country, as far as it could be seen, was covered with promising wheat fields. After leaving Souris Station we came into a magnificent rolling country where the land is good and the crops fine. In this excursion we were joined by Assistant Superintendent Murray, of the C. P. R., who showed us great kindness and remained with us until our arrival in Winnipeg. At Melita and Deloraine we drove around the country and saw much fine looking wheat, and other grains growing. The crop was not as heavy as last year's, but promised a good average.

From farmers in various sections of Manitoba we obtained surprising particulars of the crop of 1891. It was so heavy that the available machinery and labour proved inadequate to the task of harvesting, threshing and marketing it in the proper season. When the winter set in much of the grain remained in stacks unthreshed. Many of these stacks were not made to withstand the storms of winter, and it was found in the spring that much of the grain was mustied and unfit for market. We heard of some of the stacks being burned to get them out of the way. Others were threshed and sold at very low prices. Large numbers still

stand in the fields. As far as we could form an estimate, the wheat crop of last year averaged considerably over twenty-five bushels to the acre.

The great fault of farming here is the attempt to raise more grain than can be sown early and put in ground properly prepared. The delay caused by harvesting the immense crop of last year retarded plowing in the fall, which threw much of this year's crop a little late. Early sowing is of primary importance, and many practical farmers in order to insure this, and at the same time thorough cultivation of their land, only sow the same land to wheat every second year. In other words, they divide their broken land into two portions, growing wheat in each portion in alternate years. There can be no doubt that a smaller acreage thoroughly cultivated and sown in good time would yield better profits than areas largely beyond the means of handling them. Southern Manitoba is now well supplied with railways. The Brandon and Souris line has recently been extended to the Souris River coal fields. We passed over on the first train connecting this line at Napinka with the road already built from Deloraine to Winnipeg close to the American boundary. In a few days the line will be completed from Souris to Nesbitt by which communication will be made from these places to Winnipeg connecting with the Souris line. There are three railway lines south of the main line of the C. P. R. running parallel with it, for nearly 200 miles. Another line is under way, extending from Menteith on the Souris line, into the Pipestone country and ultimately to form a junction with the main line at Regina. Elevators are seen at almost every station on these completed lines, and the wheat export is almost incredible. Although the land is not all equally good, yet it can truly be said that from Alameda on the Souris line eastward to Winnipeg, along the various lines of railway, a continuous wheat-growing country prevails. The capacity of the North-West to grow hard wheat of the best quality places it in the front rank of the wheat countries of the world.

In conversation with intelligent farmers in Manitoba we ascertained that landowners within reasonable distance of the elevators can make contracts embracing every operation of wheat-raising, from breaking the land to delivering the grain to the elevator, yielding a handsome profit on an average crop. From this it can be easily understood how good is the margin of profit where farmers are able to perform the principal part of the labour themselves.

We saw a Mr. Anderson, from Ontario, at Melita, who told us that last year he had threshed 9,000 bushels of wheat, and only paid \$88 in wages, besides the threshing. He has three sons working with him. Eight dollars per acre is the ascertained cost of cultivation, including harvesting, threshing and delivering the grain to the elevator. Notwithstanding the adaptability of this country to produce wheat of the best quality, and the strong temptation presented by the ready cash for grain, we were glad to observe that many were turning their attention to

mixed farming, for which the country is very well adapted. Apart from the question as to the ultimate exhaustion of the land by continuous wheat-growing, it is far from wise for the farmer "to put all his eggs in one basket." With the general adoption of mixed farming and dairying, still keeping wheat-growing well to the front, Southern Manitoba cannot fail to become one of the richest agricultural countries in the world. We observed fairly good fields of timothy hay in different places, and visited a farm near Deloraine, on which we saw an excellent garden, in which were growing currants, gooseberries, onions, peas and nearly everything usually grown in an Eastern garden, and all of good quality. Potatoes are not much grown, but what we saw were good. On our way to Winnipeg we passed through the Mennonite settlements in the Red River valley, and were greatly impressed with their evident prosperity. On coming to Manitoba these people adopted the customs of their own country, and took up their residences in villages instead of living on their farms. Many of them still adhere to this plan, but in other places they are giving it up and erecting neat farm buildings on their separate holdings. They are good and successful farmers.

THE PROVINCIAL EXHIBITION.

Before leaving Winnipeg, on the 26th of July, our party visited the annual Exhibition, then being held at that place. This show has hitherto been held in the autumn, but, owing to the pressure of work at that season, the date has been changed. The grounds are conveniently situated and the buildings first class. Ten thousand dollars were offered in prizes and the catalogue was carefully prepared. The strong features of the show were the cattle and cereals. Galloways, Polled Angus, Holsteins, Ayrshires, Herefords and Jerseys were shown in fine condition, especially the Black Polls. The Short Horns were on the whole wonderfully good. Some of the animals of this breed were evidently of the choicest strains and of a large size. The perfect bloom in which they, as well as the Black Polls, appeared at this season attests to the incomparable grazing qualities of this North-West country. The dairy breeds were not largely represented, but the individuals were good, especially the Holsteins. The exhibit of butter and cheese was large and good. The cereals were necessarily of last year's growth. It is safe to say that they could not be beaten in any country in the world. The collection of wheat, barley and oats was the finest we have ever seen. Some excellent imported Shire and Clyde stallions were shown. Fairly good mares of these breeds were also in the stalls.

The country from Winnipeg to the Mountains is more or less well adapted for horse-raising, and good animals of the draft breeds will be in great request for the heavy work of this immense agricultural country.

The specimens of sheep which we saw were not very good. It is evident that much attention has not yet been paid to sheep husbandry.

The Educational Exhibit was very interesting, and included specimens of handicraft from the Industrial Schools established by the Government amongst the Indians.

Altogether the Exhibition confirmed the high opinion we had already formed of the great resources of the North-West.

ASSINIBOIA.

A member of our party paid a visit to Moosomin and was well pleased with the country surrounding this interesting town. The land is well adapted for wheat-growing and mixed farming. A flouring mill and several elevators are seen at the station. The Scotch crofter settlement at St. Andrews was also visited, and the condition of the settlers inquired into. These people were sent to Canada by Lady Gordon Cathcart, and settled on land of good quality. The crofters were provided with means for transport, farming outfit, house building and rations until the first crop reached maturity. The money advanced is payable by instalments, secured by liens on the homesteads in terms of the 44th section of the Dominion Lands Act. Some dissatisfaction exists amongst these people regarding the manner in which this arrangement has been carried out. They are not, however, dissatisfied with the country. They have a large acreage under grain and their houses are comfortable. There are two other Crofter settlements in the North-West, one near Pelican Lake, Southern Manitoba, and another near Saltcoats, Northeastern Assiniboia. These settlements did not come under our observation, but we learned that they were visited in 1890 by the British delegates, Messrs. George Brown, Henry Simmons, and Major Stevenson, and subsequently by Lord Aberdeen, who found them on the whole prosperous and the people well satisfied with their condition.

Some of our members visited the Souris River District in Southern Assiniboia. The Brandon and Souris Railway is now open to the coal fields in the banks of the Souris River. The lands west of the coal fields are poor and dry, but they improve rapidly as we travel eastward. In the vicinity of Oxbow, Carnduff and Gainsborough, we saw excellent wheat.

Regina and its immediate vicinity were visited by a portion of our party. It is the seat of Government for the Territories of Assiniboia, Alberta and Saskatchewan. It is also the point of junction of the branch leading to Prince Albert from the main line of the Canadian Pacific Railway.

Some interesting illustrations of farming were observed in the vicinity of Regina. The wheat prospect was not so good here as at some places already or subsequently visited in the North West. Its railway connections and central position will, however, give Regina a good chance of holding its own against the many rising towns of the territories.

The celebrated Sir Lister Kaye farms, now controlled by an English company, are established along the line between Regina and Calgary. They are ten in number, contain 10,000 acres each and are devoted to grain-growing and the raising of horses, cattle and sheep.

At Maple Creek, Swift Current, Medicine Hat and other places in this section we learnt that sheep-farming is being carried on with marked success. This country being, in our opinion, rather dry for successful grain-growing, affords ample room for the development of sheep husbandry, for which it is well adapted. It is also well adapted for general ranching.

SOUTHERN ALBERTA.

Calgary was the next point visited. It is a flourishing town of 5,000 inhabitants, and has excellent stores, hotels and other buildings. It is now an important railway centre. A branch line of railway extending north 200 miles to Edmonton has here its junction with the main line of the C. P. R., and another railway of almost equal length connects Calgary with Fort McLeod, to the south. It is the centre of a country having great agricultural and ranching possibilities. Our party visited many of the ranches and small farms in the vicinity, and were convinced of the wonderfully nutritious quality of the prairie grasses and the suitability of the country for raising horses and cattle. Large bands of these animals were seen at almost every point in the finest condition, while the size and bloom of the cattle showed plainly that they had never suffered from a rigorous climate nor scarcity of good succulent food. We understand that all Alberta south of Calgary presents the same features, in some places somewhat more strongly emphasized. Many of the ranches are very large, some of them embracing over 200,000 acres of land leased from the Government at one cent per acre per annum. The Cochrane ranch is said to have 12,000 head of cattle and 100 horses. The North-West Cattle Company's ranch has 10,000 head of cattle and 800 horses. The Oxley ranch has 6,000 head of cattle. The Quorn ranch has 3,000 cattle and 1,200 horses. A large number of much smaller ranches are established all over Southern Alberta, and we were informed that many of them yield large profits.

Some of the grain we saw growing south of Calgary looked very well at the date of our visit (the 6th of July), and the farmers regarded their prospects as bright for a good crop of wheat. To our mind, however, a very extensive cultivation of cereals in Southern Alberta would be attended with some risk, but we saw no reason to doubt that a well considered system of mixed farming could be carried on here with marked success. Indeed members of our party visited the farms of some settlers at Elbow River who practised mixed farming, and were well satisfied with the results of their operations.

MIDDLE AND NORTHERN ALBERTA.

The greater portion of Alberta lying north of Calgary, along the line of the Calgary and Edmonton Branch, and as far north as St. Albert, the Sturgeon River and Fort Saskatchewan is a country unsurpassed in all the natural elements necessary to insure its prosperity. The settlers who have already tried their fortunes in this district have proved beyond the shadow of a doubt that the land is fruitful and capable of maintaining a large population.

The settlers of the principal places in the district above mentioned claim for their respective localities some special and peculiar advantages and while no doubt some sections are better than others, the whole is good.

The winter climate of Middle as well as Southern Alberta is very favorable for stock farming; on this point we had the unanimous testimony of those engaged in the business, which was fully verified by the appearance of the numerous bands of cattle and horses which came under our observation. The horned cattle raised here are, on the average, much larger than the best animals in the Eastern Provinces, and we found them early in July in point of condition better than the best animals in the Maritime Provinces at the close of the grazing season. The snow-fall is very light, the higher grounds are rarely covered with it, and it passes away in a short time before the mild winds which prevail in this region. The grass seasons on the ground before the frost sets in, and constitutes the most succulent of food. To guard against the possibility of severe weather the careful stock man cuts and stacks in a sheltered location quantities of natural hay, and rough sheds are erected for the purpose of shelter. The failure to make such provision has, on some occasions, proved disastrous, but we are told that last winter these precautions proved almost unnecessary. For the farmer who wishes to make horse raising, beef production or dairying his objective point, this part of Alberta offers almost unparalleled advantages.

The information we obtained regarding the cultivation of cereals in Middle Alberta was somewhat conflicting and indefinite. Comparatively the areas devoted to these crops were not extensive. The growing grain looked well, and we were told that last year's crops were excellent. On the whole, however, we think that other portions of the North-West are more suitable for grain growing than this district. These remarks regarding both cereals and live stock are more or less applicable to the country extending from Olds Station to Wetaskiwin. South of Olds Station the country partakes of the same general character as Southern Alberta. From the Battle River northward is covered by the following observations on the Edmonton Country.

Edmonton is a pretty town of over two thousand inhabitants, situated on the North Bank of the Saskatchewan, amidst beautiful groves of Poplar trees. It is lighted by electricity, has a complete telegraphic and

telephonic system and many institutions which bespeak the progressive character of its citizens. Along the road to St. Albert we found the land only partially cultivated. We were told that this was due to half-breed occupation, and the operations of speculators. At St. Albert we called on Bishop Grandin who commended the country most highly. Some of our party visited the farm of Mr. D. Maloney and saw a large field of wheat of extraordinary quality on which wheat had been grown for eight consecutive years without manure. Last year it yielded, he said, 55 bushels to the acre. He thought it would do better this year. We saw in the Sturgeon River Settlement large areas of wheat, barley and oats all looking extremely well. Among the settlers at this place we saw the farms of a Mr. Sutherland from Nova Scotia, and Messrs. Johnstone, Malcolm McKinley, D. McKinley and C. Maxfield from P. E. Island, and a Mr. Craig from Ontario. It afforded us great pleasure in meeting some of these people to find them so fascinated with their new homes. Their crops of last year were simply extraordinary. They told us their wheat yielded from 40 to 58 bushels, oats from 50 to 105 bushels, barley from 35 to 50, and potatoes from 400 to 550 bushels to the acre. The Prairie grasses in this section were equal to the best, but the cattle as far as we saw were not equal to those of the Middle or Southern portions of Alberta. This may be due to the fact that the snow-fall is greater at Edmonton than to the South, shutting off the cattle from the Prairies for longer periods. It is also probable that owing to the remoteness of the Edmonton District its flocks have been founded a little too much on the inbred stock of the French half-breeds. These observations on the cattle of Edmonton are only intended to have a comparative bearing. Had we not first seen the cattle of Middle and Southern Alberta we would have nothing but praise for those of Edmonton.

Some of our party made a tour eastward from Edmonton on the north side of the Saskatchewan, crossing at the Fort and returning on the south side of the river, passing through an apparently very fertile country, and observing many fine stretches of wheat and several nice fields of timothy hay. We understand that the land extending from Fort Saskatchewan to Prince Albert and thence to the present terminus of the Manitoba and North Western Railway at Yorkton in Assiniboia is all of excellent quality. A line of Railway connecting all these points will no doubt ere long be completed. This will place the Edmonton and Prince Albert Districts in almost as good a position, as far as markets are concerned, as some portions of Manitoba.

The general appearance of Middle and Northern Alberta is beautiful. As from a slight eminence we viewed a portion of this lovely land spread out before us like a vast park, dotted here and there with poplar groves, fringed with evergreens and decked with flowers of almost every variety of colour, we were reminded of the words of Ignatius Donnelly: "What a beautiful land has the red man lost and the white man won."

The average *maximum* temperature during the past four years

beginning in 1887, for the months of May, June, July and August, for several towns in the same latitude, is as follows :—

Alberta.....	83.6° F
Assiniboia.....	88.7° F
Manitoba.....	88.9° F

The *mean* temperatures for the same months, towns and years, is as follows :—

Alberta.....	55.4° F
Assiniboia.....	60.8° F
Manitoba.....	57.9° F

FUEL IN THE NORTH WEST.

The fuel question is of course of great importance. In the vicinity of the creeks and rivers wood is found, usually poplar, which, unlike our poplar, makes a good though not enduring fire. The prairies are, however, in most sections almost entirely treeless, which necessitates an expenditure of time, labour and money in procuring fuel. No coal has as yet been produced in the Province of Manitoba, but large deposits exist quite near the surface along the Souris River, just across the eastern boundary of Assiniboia. The Souris Branch is now extended to these coal beds, and in terms of a contract made between the Provincial Government and the Canadian Pacific Railway Company, the latter bind themselves to provide coal for \$4.00 per ton at Winnipeg, \$3.75 at Brandon, and at prices corresponding to these, and the length of the haul, in other parts of the province. The Souris coal is a lignite of average quality. The Lethbridge mines in Southeast Alberta have for some time been in full working order. The coal is good and the supply abundant. The opening of the Souris mine will no doubt call for some action on the part of the Lethbridge Company in the way of reducing the price of their product. One of their difficulties arises from their railway (leading from the mines to the main line of the C. P. R. at Dunmore) being narrower than the standard 4 ft. 8½ in. gauge. A mine of coal of medium quality is being worked right under the town of Edmonton, a mine of good quality is now being actively worked at Canmore, and Anthracite coal is mined at Anthracite Station in the Rocky Mountains. In a great many places in the territories coal is found to project from the river banks. On the banks of the Red Deer River, about twenty-five miles east of the Calgary & Edmonton Branch, some of the members of our party had the pleasure of gazing on one of the wonders of the North-West. For miles along the perpendicular banks of the river we were able to look and walk in the broad light of day, upon that which, in other countries, people have to delve for in dark mines. No fear of the deadly fire damp here. The miner can breathe as pure air as the plough boy who turns the furrow on the rolling upland and his lamp is the bright light of day.

There can be no question whatever as to the future of the coal supply of the North West Territories; it is inexhaustible.

WATER SUPPLY, etc.

A general impression prevails that water is difficult to get in the North West and Manitoba. Undoubtedly but little water runs off the land, the soil and the air absorbing much of it, and springs are not numerous, but at the same time the whole prairie country is fairly well watered by rivers and streams that flow into them, and it is rare to find any place where good water cannot be found by well sinking at a reasonable depth. We do not think that any greater difficulty is experienced in obtaining water by means of wells than in the Maritime Provinces.

In some years the crops have been injured by droughts. In Manitoba, Saskatchewan, Eastern Assiniboia and Northern Alberta droughts are of rare occurrence, and not very serious in their character. The rainfall of 1890, 1891, and the present season was quite copious in all the Districts we visited except the country extending from Regina to Calgary.

BUILDING MATERIALS.

Lumber for building purposes is certainly dearer in the North West than with us. It costs from \$15.00 to \$30.00 per thousand. Pretty fair spruce is found along the margins of the rivers, and Saw Mills are in operation in many places. But the time will come when the North West will have to depend on British Columbia and the country east of Winnipeg for its lumber. We saw brick making carried on in many places, for which good material is found all over the country. We were told that the price of bricks was \$10.00 per thousand. At Calgary and Winnipeg we saw many buildings being constructed of apparently good sandstone procured in the vicinity of the city.

The houses and out-houses on the farms of the North West and Manitoba are with few exceptions very simple and unpretentious buildings.

GRASSHOPPERS AND GOPHERS.

In the early history of the North-West grasshoppers or locusts often assumed the form of a plague, eating up every green thing. It is now nearly twenty years since injury to the crops has arisen from this cause. The gopher, a small animal somewhat resembling the squirrel, which burrows in the ground, is quite numerous, especially in the drier parts of the country. As the lands are brought into cultivation these creatures are fast disappearing.

PUBLIC HIGHWAYS AND SURVEYS.

The lands of Manitoba and the Territories, except some French and French half-breed holdings, are laid out in sections or squares of 640 acres—a mile each way. In Manitoba road allowances are reserved 99 feet in width and running north and south and east and west between every section. Except in some of the older surveys, however, the width

of the allowances west of that Province have been reduced to 66 feet, and while they occur north and south—the prevailing direction of travel towards the great railway lines and highways—they have been restricted to between every second section east and west. The cost of road-making will not be great, as streams are not numerous, and ordinary prairie makes a good road-bed and requires no rounding.

SCHOOLS.

As only the even-numbered sections are open to homesteading, settlements are generally not so compact as they would otherwise be, which presents an obstacle to the maintenance of good schools. The reservation by the Government of two sections in each township, or one-eighteenth of the whole country, for educational purposes, provides a splendid endowment for the common education of the country. In Manitoba public sales of portions of the school lands are held periodically, and the money applied in terms of the reservation, for school purposes. And it is important to mention that the average price per acre so far realized at these sales is \$7.80 per acre. There has been realized so far a capital sum, when the instalments are all paid, of about three-quarters of a million dollars, the interest of which is paid to the Province for educational purposes. A mere fraction of the whole grant of two million acres has been disposed of, and it will thus be seen that it is not at all probable that taxation for school purposes will ever become high in the North-West or Manitoba.

A school district may not comprise an area of more than five miles each way, and shall contain not less than four resident heads of families and ten children of school age, which means between the ages of five and twenty.

PRICES OF PRODUCE.

Owing to its superior quality Manitoba No. 1 Red Fyfe commands a better price than any other wheat. Last fall 78 and 80 cents were paid at the beginning of the season, the average price for that quality being about 75 cents. The different grades realized according to quality. Oats sold from 22 to 25 cents per bushel. Butter from 14 to 25 cents per pound. Pork is comparatively high all over the North-West, 8 cents per pound being about the average price. Considering the cheapness with which coarse grains and potatoes can be produced, the feeding of pork cannot fail to be profitable. Eggs are worth, according to the season, from 7 cents to 14 cents per dozen. Good three-year-old steers sell at different points at from \$35 to \$40 each. Potatoes sell from 20 to 40 cents per bushel. When a farmer has wheat to sell he has the option of three methods in disposing of it:—

- 1st. He may sell it direct to the nearest mill or elevator ;
- 2nd. He may store it in the elevator, taking a warehouse receipt for it ;
- 3rd. He may ship it on his own account. If he holds an elevator receipt for a certain quantity of wheat of any specified quality he can sell

it to whom he pleases. For the use of the elevator he is charged about a cent a bushel for the first 15 days or shorter period, and a $\frac{1}{2}$ cent for every succeeding fifteen days until it reaches 2 cents per bushel, after which nothing further is charged until May. If the wheat is dirty and requires cleaning from 2 to 5 per cent. is deducted from the gross weight. Any person putting his wheat in an elevator does not get his own wheat out again, but an equal quantity of the same grade as he put in.

PRICES OF LANDS AND FREE HOMESTEADING.

Any male person, being a British subject and 18 years of age, can acquire a free grant or patent of 160 acres of land, on any of the even numbered sections in Manitoba and the North-West, by paying an entry fee of \$10. At the time of making entry the homesteader must declare under which of the three following systems he elects to hold his land, and on application for his patent must prove that he has fulfilled the conditions named therein :—

1. Three years' cultivation and residence, during which period the settler may not be absent for more than six months in any one year without forfeiting the entry.

2. Residence for two years and nine months anywhere within two miles of the homestead quarter-section, and afterwards actual residence in a habitable house upon the homestead for three months at any time prior to the application for patent. Under this system 10 acres must be broken the first year after entry ; 15 additional in the second, and 15 in the third year ; 10 acres to be in crop the second year, and 25 acres the third year.

3. The five years' system, under which a settler may reside anywhere for the first two years (but must perfect his entry by commencing cultivation within six months after the date thereof), breaking 5 acres the first year, cropping these 5 acres and breaking 10 acres additional the second year and also building a habitable house before the end of the second year. The settler must commence actual residence on the homestead at the expiration of two years from date of entry, and thereafter reside upon and cultivate his homestead for at least six months in each of the three next succeeding years.

In connection with his homestead entry the homesteader may also purchase the quarter-section adjoining his homestead, if available, at the Government price then ruling, one-fourth of the purchase money to be paid down and the balance in three equal annual instalments, with interest at 6 per cent. per annum.

Government lands may be bought outright (except where specially reserved) for \$3.00 per acre. The Canadian Pacific Railway Company have lands for sale in the various districts visited. This Company's lands in Manitoba and Eastern Assiniboia are sold at prices ranging from \$3 to \$6 an acre. Lands at these prices can be obtained in many

of the best settled parts of the Province of Manitoba. The lands in the Railway Belt west of the 3rd meridian, also those situate in Northern Alberta, including the rich lands in the Battle and Saskatchewan River Valleys, are sold at \$3 an acre.

Ten per cent. of the purchase money is to be paid at time of purchase. The balance is payable in instalments spread over ten years, with interest at six per cent.

Improved farms, with buildings, can be bought near stations at varying prices.

THE MANURE QUESTION.

So far as we could ascertain their opinions, the farmers with whom we came in contact were quite satisfied that the application of manure to their wheat lands would not benefit the crop. The general desire seemed to be to get the manure out of the way. While fully admitting the richness of the North-Western lands, we cannot believe that their fertility can be maintained indefinitely under continual cropping. On the contrary, the prudent farmer should at once prepare a way for restoring to the soil the elements which it parts with in every crop. On the early adoption of mixed farming the future of this great agricultural country largely depends.

SHEEP-RAISING.

Sheep-farming is not carried on to the same extent in the North-West as the raising of horses and cattle, but from what we can learn a fine field is presented for that branch of agriculture. The price of mutton is quite high in the North-West, and sheep-raising, if properly carried on, cannot fail to be profitable. Sheep in large flocks can be protected and attended at a small *pro rata* expense than in small numbers. We heard complaints of sheep suffering from the effects of a wire-grass which is found on the prairies, and is said to penetrate the skins of the sheep when they lie down. On the other hand, we were told that foot-rot, maggot, scab and kindred diseases incident to sheep in most countries are unknown here.

BREAKING THE PRAIRIE AND SEEDING.

The first ploughing, or as it is called "breaking," should be done before the 10th of July. In some places two-furrowed sulky gang ploughs are used, drawn by four horses or oxen. Good farmers told us, however, that the work is better performed by single-furrowed ploughs. The breaking is done very shallow, from 2½ to 4 inches, and the furrows fall flat. In August this land is ploughed again, which is called "back-setting." The furrow in backsetting runs the same way as in breaking, but is made a little deeper. As soon as the snow leaves the ground the seed is sown, mainly by drills, after a run of the disc-harrows. Successful wheat culture greatly depends on having all these operations performed in the right time. Where succeeding crops of wheat are grown on the same land, the ploughing should be done as soon as the wheat is

gathered. It is hard to do this with the teams usually available; therefore a practice prevails in some places of only growing wheat every second year.

HARVESTING AND THRESHING.

It is a very uncommon thing for rain to fall during harvest. We were told that, where the harvest is pressing and labour scarce, the grain is left unstacked for a long time and without any injurious consequences. The stubble is left high, by which means the bulk to be carted and threshed is much reduced, and when dry it threshes easily. Powerful steam threshers are used, handling from 1,200 to 2,500 bushels of wheat per day. The threshers are accompanied by a gang of men who do all the work, the farmer having only to carry away the threshed grain. The charge for threshing, the farmer having put his crops in stacks, is from 4 to 5 cents per bushel. When a station is convenient and sufficient teams are available, the grain is sent direct to the elevator.

These observations are applicable to Manitoba and the eastern parts of the territories where wheat-growing is exclusively carried on.

LAW AND ORDER.

It was to us a matter of great pleasure and of some surprise to observe how perfectly law and order are being maintained in every portion of the North West. In this respect the Districts which we visited compare well with the older portions of the Dominion. The people everywhere appeared to entertain the highest respect for constituted authority. The Indians are very peaceable, and they are making in many places commendable progress towards civilization. From our own observations, as well as from the opinions of many settlers, we are convinced of the great benefits which the Mounted Police have conferred on the Territories, not merely in controlling the Indians but in the preservation of the peace amongst the white settlers.

PIONEERING.

Pioneer life in the North West bears no comparison to the state of things encountered by the early settlers of the Maritime Provinces. There are no new roads to make, no chopping or stumping to be done, and it is rarely necessary for any settler to locate himself at an inconvenient distance from Churches of different denominations, Schools and Railway Stations. The rapidity with which settlement is going on insures to the settler an early enjoyment of most of the advantages possessed in comparatively old countries.

A SUMMARY.

During three weeks spent in Manitoba and the Territories we were amazed at the unanimity with which almost every person with whom we conversed praised the country. The universal testimony of the settlers was that they had bettered their condition by going to the west, and had no desire to leave. We saw in that country people of a great many different nationalities, English, Irish, Scotch, French, Germans,

Norwegians, Swedes, Danes, Belgians, Icelanders, Mennonites, Newfoundlanders and Americans, besides a large number of former residents of the older provinces of Canada. In one township we saw former residents of Japan, Denmark, New York State, the British Isles and the Eastern Provinces of Canada, and all expressed themselves pleased with what they were doing and their prospects in the country. We were especially surprised to find settlers from the United States so decided in expressing their preference for the North West as a farming country over the Western States of the American Union. On the day we went to Red Deer the car adjoining ours was occupied by 14 leading men from Nebraska, some of whom told us that they had already satisfied themselves of the superiority of the North West over Nebraska as a farming country, and that they were now on their way to the Edmonton District for the purpose of taking up lands for the people they represented, numbering 100 families. We arrived at Edmonton some days later, and after a pleasant visit returned south, leaving the Nebraska delegation still at work making their selections. At a point near the American line, a week later, we saw a number of immigrants passing northward bringing with them considerable effects.

The population of the North-West is increasing by immigration faster during the present year than at any former period; and notwithstanding the vast extent of the available fertile lands, the best localities will ere long be taken up. There can be no doubt that if the country continues to be blessed with good crops, it will soon be the home of a vast population.

We have endeavoured to present, in these pages, a fair description of the farming capabilities of Manitoba and the North-West. Our impressions of the country are of the most pleasing nature. There is one subject however on which there is some divergence of opinion and that is with regard to the occasional early frosts. These frosts are never general, but some years come like clouds, nipping the grain in a few sections, while others wholly escape. In answer to our enquiries one farmer told us that he had only lost by frost once in twelve years. Another complained of losing a portion of his crop once in three or four years. While some sections are less liable to frost than others and there are some elements of chance in its visitations, there can be no doubt that good farming will minimize its effects. Early sowing is above everything essential. To secure this object the land should be thoroughly prepared in the autumn and the seed sown as soon as the snow leaves the ground. Mr. Sandison of Brandon, one of the largest and most successful wheat growers of the North-West, has never suffered any appreciable loss by frost. Although he is a very large farmer yet his aim is to grow no more than he can put in and harvest in the right season. More labour is required at the right time to attend to the sowing and harvesting of the wheat crop.

In the balance against these drawbacks let us place wonderfully fertile land, to be got for the taking, and adapted to a variety of branches of husbandry; a bracing climate which gives strength to the limb, and colour to the cheek; educational and religious advantages equal to those

enjoyed by the best regulated communities anywhere; and British institutions administered according to the will of a people whose feelings and aspirations are in the main identical with our own.

What advice shall we give to the people of the Maritime Provinces as to the settlement of the North-West?

To those who have good farms at home, and particularly such as are advanced in years, we would say remain where you are; but in view of the fact that it is impossible for parents to keep their families around them, and that good farming lands are not now available for homesteading in the Maritime Provinces, many of our young people must either go to our own West or go to New England, to take the places of the young people there who are continually moving West. To such we would say unhesitatingly, go to Manitoba, or the North-West Territories. There you will soon acquire property and take your places as a part of an independent farming population, instead of becoming, if you go to the States, mere operatives, getting, it may be, fair wages for the present, but making little, if any, provision for the future.

THE CLIMATE.

On the question of the North-West climate many different opinions are held in the Maritime Provinces. The severity of the frosts as shown by the thermometer readings seems quite inconsistent with the ease with which cattle can be brought through the winter. On these points we made many enquiries. We learned that the winter usually sets in from the first to the middle of November. The snow fall, like the rain fall, is much lighter than with us, but the absence of winter thaws makes the depth of snow about the same as in Nova Scotia, Prince Edward Island and the southern parts of New Brunswick. The mercury falls very low, often remaining so for considerable periods. Owing to the dryness of the air the cold is not felt very seriously out of doors, but penetrates into buildings, which require to be made very warm.

The spring is earlier than in the Maritime Provinces, and there is almost an entire exemption from such cold winds as prevail in the months of April and May in the vicinity of the Gulf of St. Lawrence. When the snow disappears, which usually happens at the end of March, the farmer has not to wait for the new grass to grow. The grass of the previous year, which seasoned on the prairie, seems nearly as good as when it was growing. The cattle certainly like it and fatten upon it. The weather in the summer is all that could be desired, and taking the summer and winter together everything goes to prove that the climate is as healthy as any in the world.

In Manitoba and the North-West, distance north and elevation above the sea do not correctly indicate the nature of the climate. The altitude of Southern Alberta is from 1,000 to 2,000 feet higher than Manitoba, and yet its climate is warmer in winter than that of the latter province. Edmonton, which is nearly 200 miles due north of Calgary, with an altitude about 900 feet lower, has a much milder winter than Winnipeg.

BRITISH COLUMBIA.

On the morning of the 7th of July we started from Calgary on a short trip to British Columbia. As we entered the Rockies everyone gazed with delight on the beautiful mountains, whose snow-topped summits seemed to guard the way to the Golden Pacific.

Wonder after wonder grew into the range of vision as skirting the turbulent Bow River we passed from terrace to terrace, from gap and gorge and gaunt grown grove, to be set down at the famous pleasure resort of Banff, at the foot of the Cascade, Rundle and Tunnel Mountains. We had the pleasure of many drives and walks over this enchanted place, and visited the Devil's Lake, the Sulphur Springs and the other places of interest. On the following day we passed, in rapid succession, through scenes of surpassing grandeur; glaciers, mountain torrents and cascades were beheld on every side. As we emerge from the Rockies, and enter the Selkirk Range, the scenery becomes still more and more magnificent. The Great Glacier, as seen from the vicinity of the Glacier House, with the surrounding mountains, forms a scene, which once beheld can never be forgotten. The construction of the railway through these mountains is a marvel of engineering skill as well as a monument to the indomitable courage and perseverance of the noble men who carried it through. Canada may well be proud of its great railway, forming as it does a highway of commerce with almost unlimited possibilities, and at the same time opening up mountain scenery, the finest in the world.

VANCOUVER CITY.

Vancouver, pleasantly situated on the south side of Burrard Inlet, is a thriving city of about 20,000 inhabitants. The magnificent structures of stone and brick which are used as banks, public buildings and shops, the handsome private residences, the broad streets and all the latest electrical contrivances and devices are strong proofs that Vancouver holds the key to the Western trade. The C. P. R. Steamship Line, plying between Vancouver and Victoria and Yokohama, Kobe and Nagasaki, Japan, and Shanghai, China, and Hong Kong, has been the means of developing a large trans-Pacific travel from all parts of the world, and also an immense trade with China and Japan, and has more than realized the expectations of the projectors of the new highway to the East. The new steamship, *The Empress of China*, of this line, had just arrived, and some of our party had the pleasure of paying a visit to this splendid ship, and of seeing the vast quantity of freight which was being discharged from her hold.

It was a pleasure to meet at Vancouver a large number of former acquaintances from the Maritime Provinces, many of whom are taking a prominent part in the various industries of the coast. They were, with out exception, doing well, and expressed themselves as pleased with British Columbia. Their warm, generous hospitality touched our hearts, and our visit to the young and beautiful city of Vancouver will long remain a red letter day in our memories.

VICTORIA.

We regretted very much that time would not permit us to visit Victoria, the Capital of the Province and chief city of Vancouver Island. It is a city of 20,000 inhabitants, and is pleasantly situated on an arm of the sea, which affords a good harbour for vessels. It is 80 miles from Vancouver, the C. P. R. terminus on the mainland, and between the two places is an excellent steamboat service. On Vancouver Island are the celebrated Nanaimo Coal Mines, from whence, nearly, the coal supply of the whole Pacific coast is drawn.

NEW WESTMINSTER.

New Westminster, with a population of 8000, and fast increasing, connected with Vancouver by an electrical tramway, is pleasantly situated near the mouth of the Fraser River, and is a good distributing centre for the fishing industries of this immense stream.

THE OKANAGAN VALLEY.

Our whole party paid a visit to the Okanagan valley, situated south of the Canadian Pacific Railway, about 300 miles east from the coast.

This valley is reached by a branch line of 50 miles, starting out from Sicamous Junction. On this excursion we were accompanied by Mr. Marpole, Superintendent of the Pacific Division of the C. P. R., and Mr. Thomas Cumiskey, a native of Prince Edward Island, Station Agent at Sicamous, who showed us great kindness.

The general features of this interesting country differ materially from any we visited either in the Territories or at the coast. Four distinct varieties of soil were observed along the line of our visit. First, the bottom lands, on which were growing splendid crops of timothy and clover; second, wooded lands, which, though hard to clear, consisted of a good, rich soil; third, uplands somewhat resembling the prairies of the Territories, and on which we saw growing wheat, barley, oats, corn, potatoes, turnips, hops, fruit-trees, cabbages, etc.; fourth, the foot-hills and mountains, on which large numbers of cattle were grazing, and which were covered with thin but nutritious grass.

The wheat of this country is not of the hard character, and consequently is not so valuable as that of the North-West, but it is a sure crop, blights and frosts being unknown. Some of the fields were nearly ready for the binder on the 12th of July. A flouring mill is established at Enderby, with a capacity for grinding 100 barrels of flour a day. The growth of hops and fruit-trees is only as yet in the experimental stage, but we see no reason why these branches of farming may not be successfully prosecuted.

Members of our party visited one of the farms of Lord Aberdeen and were much pleased with the diversified and systematic farming we saw there. We inspected the cattle on the foot hills. They were large, but not so fat as the cattle of the North-West Territories. Large herds of cattle are owned in Okanagan, and wheat growing is extensively carried on.

We were told that much of the valuable land of this valley is already taken up. Except in the production of fruit and artificial grasses it is not on the whole better than the free lands of many parts of the North-West and Manitoba.

MINERALS.

The mineral interests of British Columbia are very great. The coal fields of Vancouver Island are extremely valuable, and form the base of supply for California and the whole Pacific coast. Gold and silver mines of wonderful richness are already developed in many places in the interior. Some members of our party visited the Kootenay district, reaching it by a steamer on the Columbia River connecting Revelstoke, on the C. P. R., with Robson, near the junction of the Columbia and Kootenay rivers, whence they went by a short railway along the banks of the Lower Kootenay River to the now important mining town of Nelson, which is prettily situated on the Kootenay River. Near Nelson is the Silver King mine, which is valued at from \$1,500,000 to \$2,000,000.

At Slocan Lake, near the centre of this region, a town site has been laid out, to be named New Denver, and is already fast filling. Town sites are also projected at other places which it is claimed will form the outlets from the New Denver and Slocan mining sections. But little actual mining has as yet been done in the Kootenay district. The region is, however, full of prospectors, who are met everywhere, and who report the mineral wealth of the country as being unlimited. This district is indirectly of great importance to farmers. When the mining interests become developed the population there will have to draw its food from the country near to them.

LUMBER AND FISHERIES.

The trees of British Columbia are of enormous size. At Vancouver Park, on the road to Lulu Island, and along the tramway to New Westminster we saw wonderful specimens. We observed one tree which was from 50 to 60 feet in circumference, and many others are hundreds of feet in height. They are principally of Douglas fir and cedar. The principal markets for the lumber output are Australia and South America.

We had no opportunity of visiting the salmon fisheries, but learned that the business of fishing and canning is extensively carried on at many places along the coast.

The alluvial lands of the Province are extremely rich. Members of our party visited some of the islands at the mouth of the Fraser, and there saw extraordinary crops of grain, hay, roots and garden stuffs, for all of which high prices are paid for consumption by the home population. We saw many thriving fruit-trees around New Westminster, and are of opinion that the Province is well adapted to fruit culture. Everywhere on the coast and along the line of railway the vegetation was extremely luxuriant; all kinds of clovers and timothy grow with great vigour.

THE CLIMATE.

The climate of British Columbia at the coast is more uniform than that of any other part of Canada. The summer is not very warm, but little snow falls in the winter and the thermometer seldom drops to zero. The atmosphere is somewhat moist, especially in winter. In the Okanagan country cattle require about three months' stabling, during which time the ground is covered with snow. The air is much drier than at the coast. The climate is a little colder in winter and warmer in summer, but is on the whole delightful.

WHO SHOULD GO TO BRITISH COLUMBIA.

To the more adventurous class of our people who do not intend to follow farming, British Columbia offers a field in which rare prosperity may be achieved; good farmers could no doubt find suitable locations fairly near the cities where they could produce milk, butter, vegetables and fruit, for which they would be sure of getting excellent prices.

ACKNOWLEDGMENTS.

It gives us much pleasure to acknowledge the great courtesy we received from the Canadian Pacific Railway Company during this excursion. Every facility was afforded us to visit any section of the country we desired, and every officer of the Company with whom we came in contact treated us with the utmost kindness. The success of this great railway corporation is not so much a subject of wonder to those who have opportunities of observing the enthusiasm with which its numerous employees discharge their duties to the Company and the faithfulness with which the Company itself carries out its engagements with the public. It is now perhaps the greatest railway corporation in the world, but a visit to the North-West reveals the fact that its operations will in a few years be wonderfully extended. As soon as a new branch railway to any section is projected settlers rush in, towns are built sometimes in a few weeks, and by the time the road is opened a good traffic is assured. When all the fertile portions of the North-West are supplied with railway facilities to the same extent as Southern Manitoba now is, no person can form any estimate of what will be the export of wheat, cattle and dairy produce of that wonderful country. Besides having faithfully carried out its great engagement of furnishing trans-continental railway communication through our own territory, the C. P. R. has conferred incalculable benefits on Canada by its extensions in the new provinces as well as in the old, and in drawing by its connections a large portion of the trade of the American North-West to Canadian ports. The magnificent line of steamships which the Company has placed on the Pacific Ocean is not by any means the smallest service it has rendered to Canada and the Empire. Only one thing remains, viz., the establishment of a fast line of steamers connecting British ports on both sides of the Atlantic. We cannot doubt that this crowning achievement will ere long be accomplished.

We have also to express our thanks to the Dominion Government

for the courtesies extended, as well as to the Government land agents and officers of the Mounted Police for the prompt and effective manner in which they carried out the instructions of the Government by furnishing horses, carriages and guides, thus enabling us to make extended trips to points at considerable distance from the railway.

Signed,

D. FERGUSON,	SAML. McDONELL,	GEO. COLTER,
R. B. STEWART,	J. A. GORDON,	D. S. WRIGHT,
JOHN R. THOMPSON,	C. G. GODFREY,	ROBERT D. ROSS,
C. P. BLANCHARD,	A. E. BURKE,	JAMES O'BRIEN.

NOTE.—The following are the full names and addresses of the delegates:—

D. FERGUSON, Esq., Marshfield, P.E.I., late Provincial Secretary and M.P.P., Farmer.

SAMUEL McDONELL, Esq., Q.C., Port Hood, C.B., late M.P. Inverness Co., Farmer.

GEO. J. COLTER, Esq., Mouth of Keswick, York Co., N.B., late M.P.P. and Commissioner of Public Works, Farmer.

Rev. J. A. GORDON, M.A., Baptist Minister, Charlottetown, P.E.I.

Rev. A. E. BURKE, Catholic Clergyman, Alberton, P.E.I.

R. B. STEWART, Esq., Bonshaw, P.E.I., Farmer.

D. S. WRIGHT, Esq., Searlton, P.E.I., Farmer.

C. G. GODFREY, Esq., Yarmouth, N.S., Merchant and Farmer.

C. P. BLANCHARD, Esq., Truro, N.S., Farmer.

D. A. ROSS, Esq., Pictou, N.S., Farmer.

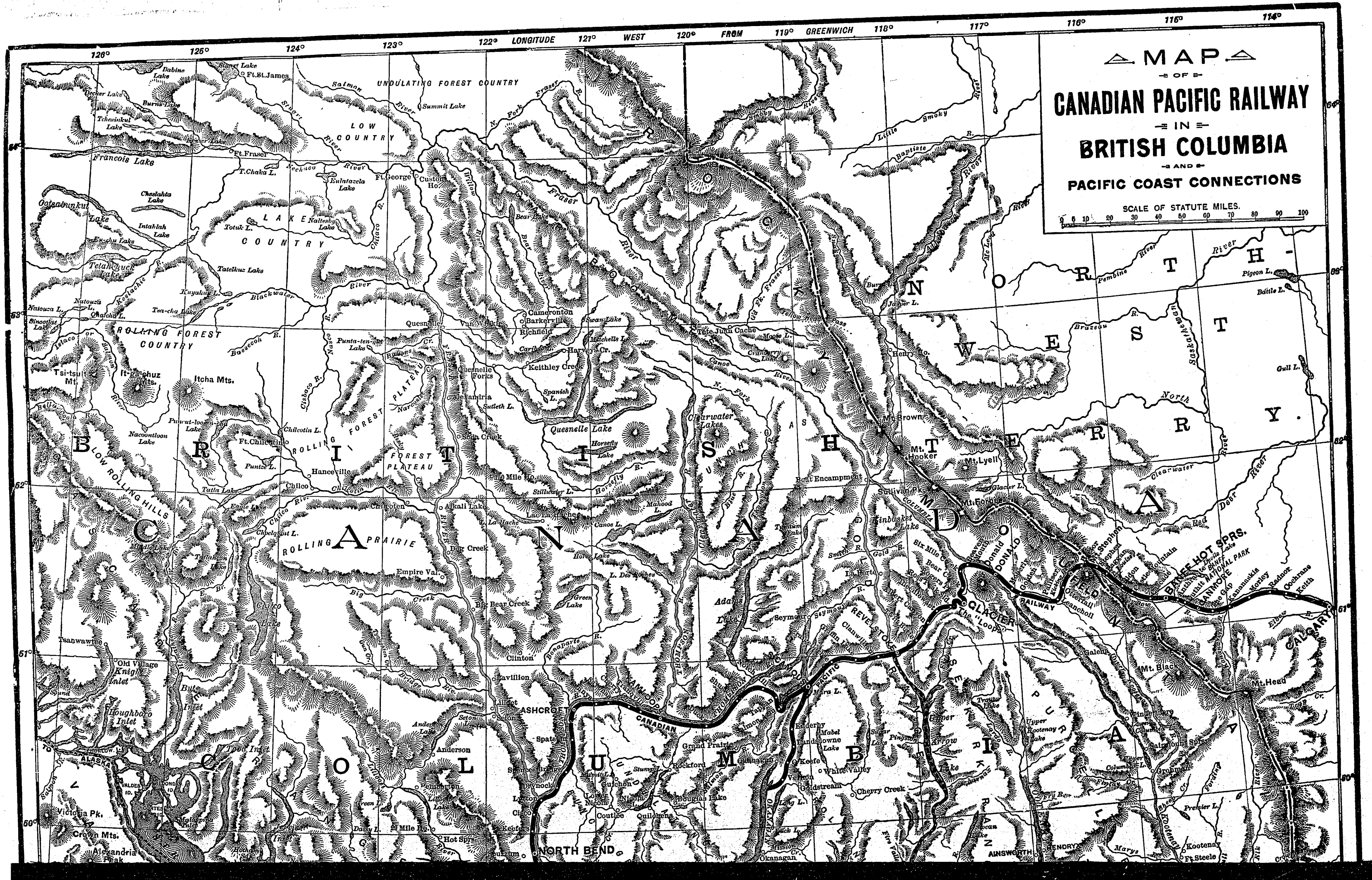
J. R. THOMPSON, Esq., Carlton Co., N.B., Farmer.

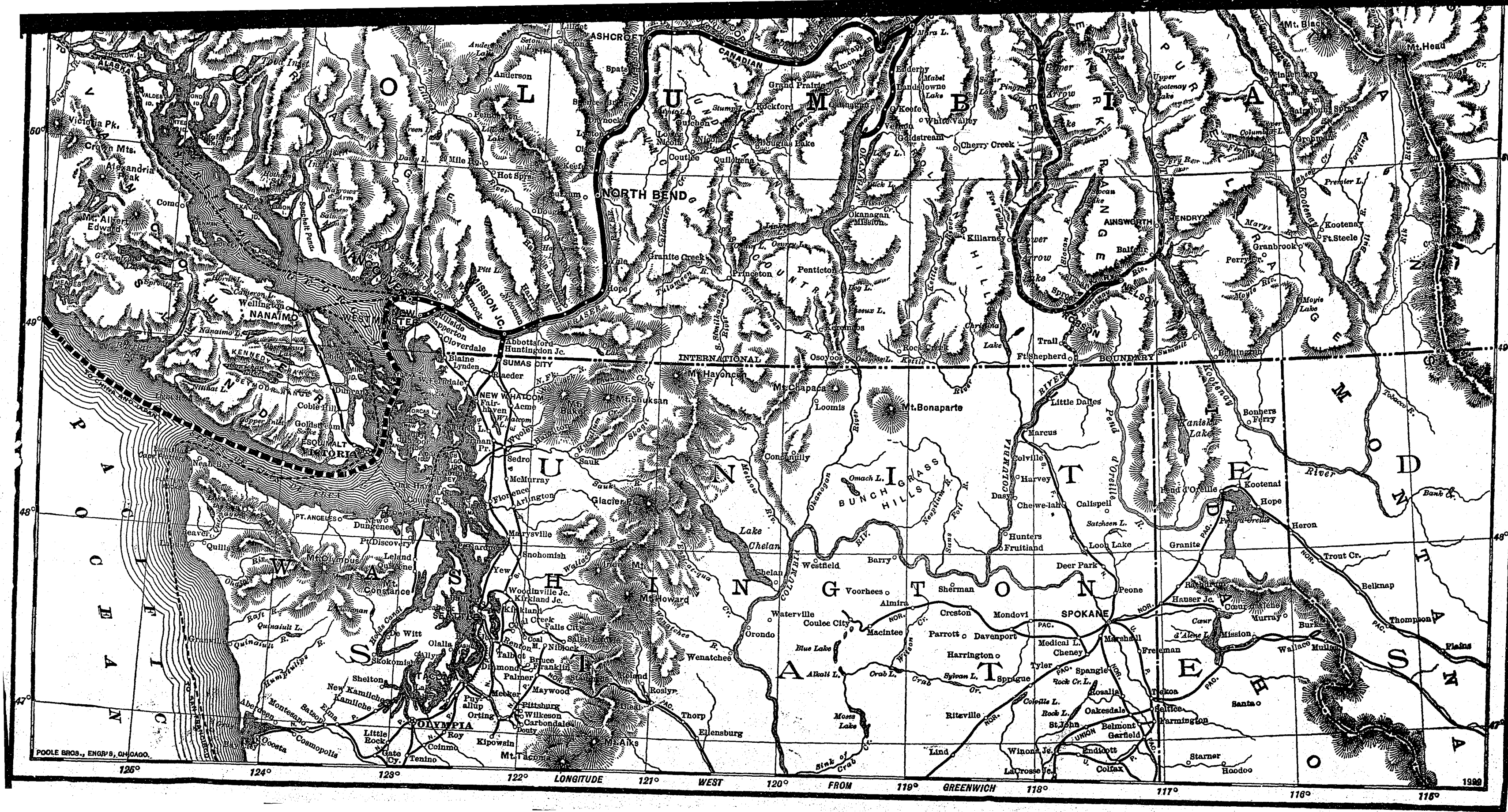
James O'Brien, Windsor, N. S., Sheriff, Hants Co., Farmer.

All information, pamphlets, etc., can be obtained from any agent of the Canadian Pacific Railway Company, or from

J. HEBER HASLAM,	C. E. McPHERSON,
Special Colonization Agent C.P.R.,	Asst. Gen. Pass. Agent.
MONCTON, N. B.	ST. JOHN, N. B.

D. McNICOLL,
General Passenger Agent,
MONTREAL.





Homestead Regulations.

All even-numbered sections of Dominion Lands in Manitoba or the North-West Territories, excepting 8 and 26, which have not been homesteaded, reserved to provide wood lots for settlers, or other purposes, may be homesteaded by any person who is the sole head of a family, or any male over eighteen years of age, to the extent of one quarter-section of 160 acres, more or less.

ENTRY.

Entry may be made personally at the local land office in which the land to be taken is situate, or if the homesteader desires he may, on application to the Minister of the Interior, Ottawa, or the Commissioner of Dominion Lands, Winnipeg, receive authority for some one to make the entry for him. A fee of \$10 is charged for an ordinary homestead entry; but for lands which have been occupied an additional fee of \$10 is chargeable to meet inspection and cancellation expenses.

HOMESTEAD DUTIES.

Under the present law homestead duties may be performed in three ways, and on making application for entry the settler must declare under which of the following conditions he elects to hold his land:—

1. Three year's cultivation and residence, during which period the settler may not be absent for more than six months in any one year without forfeiting the entry.

2. Residence for two years and nine months anywhere within two miles of the homestead quarter-section, and afterwards actual residence in a habitable house upon the homestead for three months at any time prior to application for patent. Under this system 10 acres must be broken the first year after entry; 15 additional in the second, and 15 in the third year; 10 acres to be in crop the second year, and 25 acres the third year.

3. The 5 years' system under which a settler may reside anywhere for the first two years, (but must perfect his entry by commencing cultivation within six months after the date thereof) breaking 5 acres the first year, cropping these 5 acres and breaking 10 acres additional the second year and also building a habitable house before the end of the second year. The settler must commence actual residence on the homestead at the expiration of two years from date of entry, and thereafter reside upon and cultivate his homestead for at least six months in each of the three next succeeding years.

APPLICATION FOR PATENT

may be made before the local agent, or any homestead inspector. Before making application for patent the settler must give six months' notice in writing to the Commissioner of Dominion Lands of his intention to do so. When, for convenience of the settler, application for patent is made before a homestead inspector, a fee of \$5 is chargeable.

A SECOND HOMESTEAD

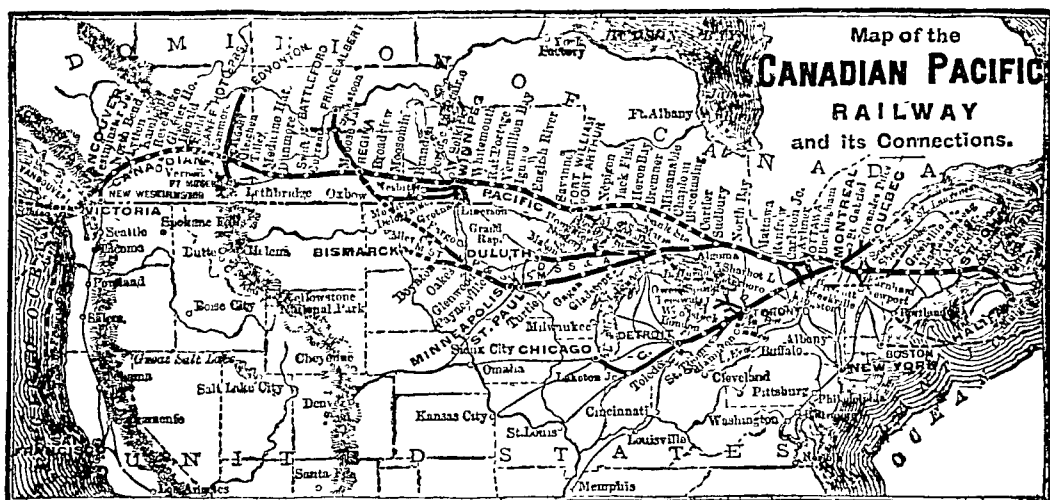
may be taken by anyone who on the second day of June, 1889, had received a homestead patent or a certificate of recommendation countersigned by the Commissioner of Dominion Lands upon application for patent made by him, or who had earned title to his first homestead on, or prior to, that date.

INFORMATION.

Newly arrived immigrants will receive at any Dominion Lands Office in Manitoba or the North-West Territories information as to the lands that are open for entry, and from the officers in charge, free of expense, advice and assistance in securing lands to suit them; and full information respecting the land, timber, coal and mineral laws, and copies of these Regulations, as well as those respecting Dominion Lands in the Railway Belt in British Columbia, may be obtained upon application to the Secretary of the Department of the Interior, Ottawa; the Commissioner of Dominion Lands, Winnipeg, Manitoba; or to any of the Dominion Lands Agents in Manitoba or the North-West Territories.

A. M. BURGESS,

Deputy Minister of the Interior.



The Highway

to the Pacific Coast

The Best, Cheapest
and Quickest Way to

Manitoba,
Assiniboia,
Alberta,
Saskatchewan and
British Columbia

. . . IS BY THE . . .

Canadian Pacific Railway.